Issue 214 20 April 1996

CBW

Coach and Bus Week

The PSV industry's

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- Europe's latest prices and tolls
- 100s of coaches and buses for sale in our full colour classified section

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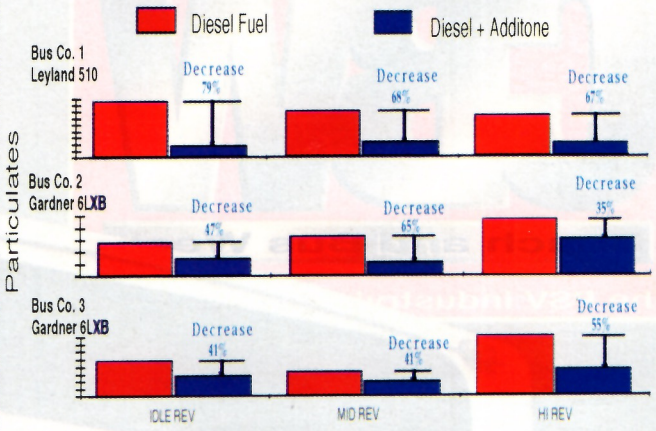
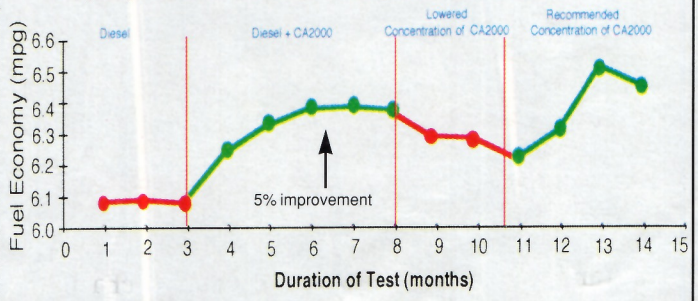


Effect of Additone on Fuel Economy
Green Gardner 6LXB
Graph represents 500,000 miles of testing on London Road in 15 vehicles



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Issue 214 20 April 1996

CBW
Coach and Bus Week
The PSV industry's news weekly

THE Government's effort to standardise the school curriculum and ensure a level playing field for the new system of 'competing' schools clearly does not extend to the provision of school transport.

Anyone moving their family from a rural home across the county line might have a shock in store when their children line up for the school bus. From our investigations, it's clear that school bus standards differ wildly from county to county.

It has taken the school seatbelt fiasco to focus attention on this fact, and to encourage many councils — given the perceived level of ignorance of the new rules — to set up meetings to talk with contractors about seatbelts in particular, and school transport in general.

The result has been invaluable contact between operators and transport co-ordinators, some of which has resulted in an unholy row, but much of which has fostered some understanding, even if only based on the fact that councils and operators have both been dumped in the same mire.

If the cloud which has descended over school contracts has a silver lining, it may be this; we urge operators to ask for meetings... and to attend them.

● How much cash have you set aside this year to pay compensation to your customers?

Hopefully, very little. But let's say you've a slush fund of £1,000 to pay for cock-ups. Would you celebrate if you managed to spend every penny of it, and be glum if you only had to pay out £500?

In essence, this is the scenario at the Vehicle Inspectorate. You'd think they'd be pleased when the conviction rate for offences fell, since it would tend to indicate that their enforcement has the situation under control. Oh no. The VI has budgeted for 7,350 offences this year. If the industry can't provide them, will it be judged to have under-achieved? Just as well the VI is planning a rethink for next year...

Greenergy
For a clean*air* future
01753 623 500

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events

20-21 April: Brighton Coach Rally, Madeira Drive, Brighton. Contact Paul or Anne Cousins, Coach Displays, tel 0181 842 0056, fax 0181 842 0070

23 April: Development of the Passenger Vehicle. Presentation by Roger Heard, Dennis Specialist Vehicles engineering director, at Midland Red North Offices, Delta Way, Cannock. Organised by CIT Mercia Section, contact Keith Gallop, Shropshire CC on 01743 253031

24-25 April: 1996 Minibus and Fleet Management Conference, Excelsior Hotel, Heathrow, London. Details from Debra Huntley on 0171 582 3872, fax 0171 735 1299

24-26 April: European Conference on Urban Transport, Energy and Intermodality, Bilbao, Spain. Details from Transport and Travel Research on 01543 416416, fax 01543 416681

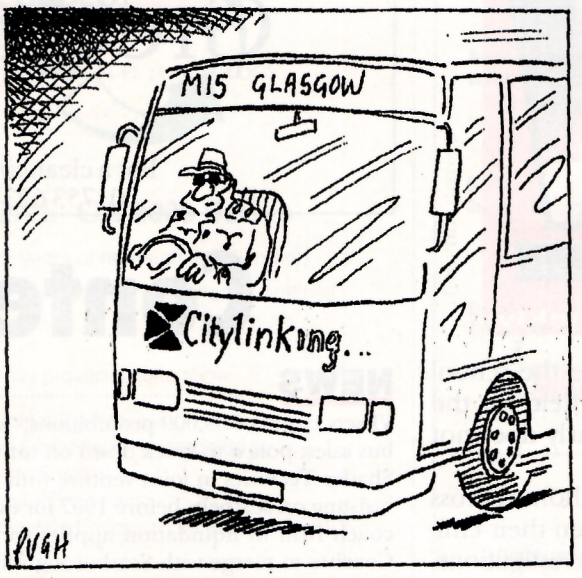
15 May: Beyond PPG6 - A Mixed Future For Town Centre. Royal Town Planning Institute, Northern Branch all-dayer at Chester Le Street Civic Centre. Details on 0191 222 7812

15-17 May: Institute of Road Transport Engineers, IRTE 1996, Telford Exhibition Centre, Telford. Contact IRTE on 0171 630 1111, fax 0171 630 6677

18-19 May: Thames Transit Bus and Coach event, Dalton Barracks, Abingdon. Details from Cavin Groundwater on 01865 778849

21-23 May: Association of Local Bus Company Managers (ALBUM) 1996 Conference, Cavendish Hotel, Eastbourne. Trade stands available. Details from David Howard, secretary, Eastbourne Buses, Birch Road, Eastbourne, East Sussex, BN23 6PD, tel 01323 721903, fax 01323 643034

2 June: Leyland 100, Lancashire. Historic bus and truck rally. Exhibitor inquiries ONLY, contact Gordon Baron, c/o The British Commercial Vehicle Museum, King Street, Leyland, Preston PR5 1LE, tel: 01257 266036.



▼ Coach

Citylink's new route 'The Secret Service'

SCOTTISH Citylink's low-key launch of a high-frequency Glasgow-Edinburgh route came under fire from a passenger last week, who dubbed it "The Secret Service."

But acting chief executive Alan Wilson said the M8 express route — designed to take on Scot Rail's services (*CBW*, 13 April) — would get its blaze of glory in May, when teething troubles for the six operators involved had been ironed out.

"We've been encouraged by initial loadings," said Mr Wilson. "But it takes a while for operators to get to know the workings, and we want to put our problems behind us before we spend on advertising."

The M8 uses 20 49-seat coaches, none of which is more than two years old, and several of which are brand new.

It achieves a 15-minute frequency from 6am to 7pm, then continues at a lower level throughout the night.

Fares are from £4.50 single to £6.50 return, with a £1 discount off-peak.

▼ Coach and Bus

VI sets out prohibition

CPT director general infuriated ar

by Mark Williams

THE Vehicle Inspectorate has set out a target of 39,000 prohibitions and 7,350 successful prosecutions for the heavy vehicle industry next year.

The announcement, in its business plan for 1996/1997, has infuriated the director general of the Confederation of Passenger Transport, who is understood to have demanded an explanation from the VI's chief executive, Ron Oliver.

Mrs Palmer has agreed it may be feasible to set targets for inspection, but has asked how it is possible to second-guess the guilt of operators in advance, and adds that the

▼ Coach and Bus

Work on the way

LONDON-based consultancy Colin Buchanan and Partners is to prepare a transport plan for the Millennium Exhibition at Greenwich - an event which promises to provide huge contracts for coach and bus operators.

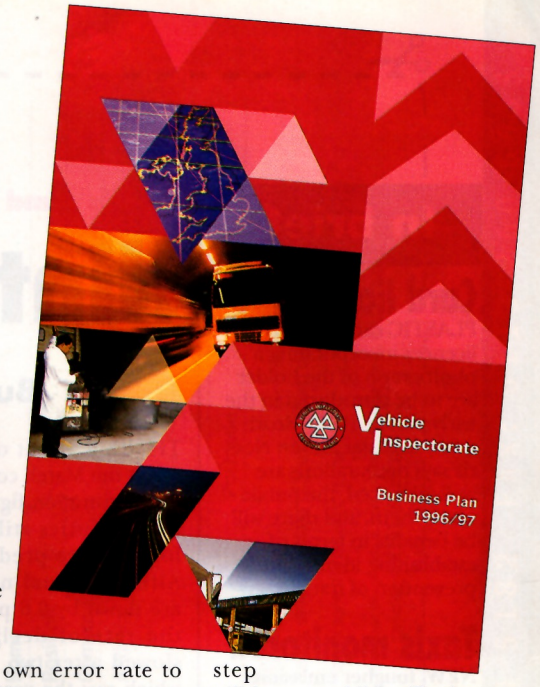
The Greenwich Millennium Trust, which launched the bid for the exhibition and won, has always focussed on providing park-and-ride and park-and-sail services for car owners because the site cannot accommodate more than 6,000 cars. The trust's scheme uses the entire northern half of the Greenwich peninsula. It expects 100,000 visitors a day, throughout the year, and has provided 400 coach-parking spaces in its initial plan.

It is expecting coaches to carry 35 per cent of visitors from outside of London — a total of around 20,000 per day including Londoners — and 3,000 passengers a day on dedicated bus services.

One of Clydeside's new Van Hool-bodied Scanias on the upgraded and rebranded 900 route

target of 39,000 s in business plan

d demands explanation from inspectorate's chief executive



message it sends out could jeopardise the relationship between the VI and the passenger transport industry.

"It's preposterous," said another of the industry's leading lights. "Say, for example, the VI only gets 7,000 prosecutions by February. What's it going to do to achieve the extra 350... rig the jury?"

The Coach Association also felt aggrieved: "Much as we applaud the vigilance of the VI, which we understand is under increasing pressure to perform with limited budgets, you can't help but feel that their vigilance is a bit misplaced," said TCA's John Slatcher.

"The focus should be on prevention - ie, the number of tests, not the penalty."

The VI's business objectives are not wholly directed at operators, either. One of its key targets is the successful disqualification of 425 authorised examiners and nominated testers, responsible for annual testing. The executive agency hopes to keep its own error rate to below half a per cent.

"Work is being put in hand to develop the ... measures so that they progressively move closer to measuring the agency's objectives," says a note within the business plan. "The first step will be to establish effectiveness measures to replace the numerical measures of prohibitions, prosecutions and authorised examiner/nominated tester disqualifications." No VI spokesman was available for comment.

▼ Coach

Wallace Arnold Trust results blow

FINANCIAL results from the Barr and Wallace Arnold Trust Plc for 1995 show a downturn in turnover and profits. It comes in the aftermath of a controversial year which saw the appointment of a new chief executive in May and his dismissal in December following a boardroom revolt by nephews Nicholas and Robert Barr against chairman Robert Barr, who subsequently stood down from his post.

New chairman David Winterbottom has refocussed the business through a series of ongoing strategic reviews, but market stagnation, particularly in new car sales, brought margins down.

Overall turnover slipped slightly by one per cent from £261.4 million to £258.6 million, and pre-tax profits fell by 17 per cent from £5.6 million to £4.6 million. Earnings per share fell from 22.3p to 20.8p and the board is recommending a final dividend of 8p, making a total of 11p for the year, the same as a year ago.

Results from the BWAT motor distribution division contributed most to holding the turnover steady but with a fall in profit margins.

Turnover increased by 5.6 per cent from £164.6 million to £173.8 million, but operating profit fell by 18 per cent from £5.3 million to £4.3 million.

The performance of the leisure and holidays division slipped in turnover, but hardened in profits. Turnover fell by 16.3 per cent from £75.7 million to £63.3 million, but operating profit grew by 9.6 per cent from £2.94 million to £3.22 million.

Overall margins for the two major BWAT divisions were 2.5 per cent for the motor division (down from 3.2 per cent in 1994), and 5.1 per cent for the leisure and holidays division (up from 3.9 per cent in 1994).

Mr Winterbottom said the strategy review had been well received internally and externally. "The board has agreed broad strategic principles and detailed medium-term business plans for all operations have been prepared."

● **Full report in *Transit***

▼ Bus and Rail

Franchise won

FRENCH-owned London & South Coast Ltd won the Network South-Central rail franchise despite strong competition from National Express and Stagecoach — the latter buying into a management bid.

The company, owned by Compagnie Général d'Enterprises Automobiles, has already promised a better Passenger Charter, a £5 million spend on rolling stock and stations in the next three years, Government subsidy halved and faster services.

CGEA is one of very few private companies involved in large-scale urban transport in France. It operates almost 550 buses in Bordeaux on franchise, and 134 plus 48 trolley-buses in Nancy on a similar basis.

INSIDE TRANSIT THIS WEEK

Find out this week...

Which MTL board director has left and why? What are the company's plans now? Just when you thought the NBC sell-off had receded into history it comes back to haunt you. What is the latest controversy? Steve Norris's Bus Working Group spent over a year talking about buses. Is anything going to be done now? National Express will pay an average of £13.5 million a year to run Gatwick Express. What else does the contract specify?

Plus

What exactly do GM Buses North directors stand to gain from the FirstBus takeover? How does up to £700,000 sound? Find out who's getting what with our exclusive analysis.

What exactly did the MMC say about the British Bus takeover of Starline? Our analysis of the full report gives a fascinating insight into the latest competition thinking...it's changing all the time.

Analysis

How and where Wallace Arnold makes its profits. Is it from car retailing or coach holidays and leisure? Find out with segmental analysis and full P&L.

And that's not all...

There's our monthly Stockwatch look at how bus shares are performing.

There's our unique Media Digest fax back service. And there's three full pages of the latest jobs and tenders.

Fill in the subscription form NOW! Page 51

In brief

Card licences

PLASTIC card driving licences incorporating a photograph of the holder are to be introduced in the early part of 1997. Road safety minister Steven Norris says preparations are well advanced, the public wants them, and there will be benefits in terms of establishing identity and prevention of fraud.

Taxis monitored

NEW, tougher emissions standards from 22 April bring London's 18,000 licensed taxis in line with limits for other diesel vehicles introduced on 25 September 1995. Taxis are exempt from the MoT testing regime because the annual Public Carriage Office test is considered equal to the MoT.

Record entries

A RECORD number of entries at this year's Bus and Coach Wales '96 - Valley Lines Festival of Transport at Barry Island on 2 June - has been boosted by the entry of the gas-powered Dennis Dart operated by FirstBus in Bristol. When launched in January this year it was the first purpose-built gas-powered bus built in the UK.

Saunterbus back

NORTHAMPTONSHIRE has renewed its Saunterbus subsidised tourist trips, using a double-deck run by Stagecoach subsidiary United Counties. The six services, alternately running during public holidays until September, are each designed to take in at least two tourist attractions in the county. They include round trips to special events in country parks and historic houses.

Dress sense

CREDIT cards can now be used to buy uniforms from clothing supplier Allen & Douglas of Banbury. The company says the move avoids frustrating delays with pro-forma invoices and speeds ordering in emergency situations, allowing operators to take advantage of its 24-hour delivery, as well as improving convenience for over-the-counter customers.

▼ Coach and Bus

Hint of recovery in sales

But uncertainties still cloud longer-term predictions

THERE'S a hint of recovery in the March coach and bus registration figures but uncertainties still cloud longer-term predictions. Although total numbers are down by 9.6 per cent, the rate of decline has slowed after two months which saw the year-to-date figures slip by 15 per cent.

During March 348 full-size PSVs took to the road, 37 fewer than 1995, bringing the total for the first quarter down by 13.1 per cent from the buoyant 1,031 up to the end of March last year.

The first three months of 1995 accounted for 41 per cent of the annual total, confirming March as a popular month, with companies taking vehicles before the year end. Should the pattern of deliveries during 1996 reflect those of last year then projected year-end totals should be around 2,173 compared with 2,500.

However, the October deadline for tighter-emission Euro 2 engines is expected to distort the market, with manufacturers clearing stock of older models and operators leaping on the opportunity to beat the inevitable price increases.

In addition, coach market trends have become difficult to predict. Last year's boom conditions resulted in the market having to absorb a large number of late-model coaches at close-to-new prices. Many fear oversupply could distort demand for new registrations.

In addition, fleet deliveries have moved from the early months of the year closer to the main season. Nevertheless, the coach sector is down just six per cent in March - eight per cent on the year so far. Volvo's coach market-leading position has been strengthened from 61.6 per cent to 67.7 per cent as it recorded registrations up form 101 to 121 in March.

With the exception of Scania, which is challenging Dennis for second place, other manufacturers have slipped back in comparison. Dennis' coach sales to date fell from 64 to 39. DAF Bus is down from 24 to 16 despite 15 registrations last month.

However, the main changes are in the bus sales league, where the effects of the swing to low-floor buses is still awaited.

Whereas Dennis was top of the league at the end of March 1995 with 45.7 per cent market share, its 1996 figures are 38.1 per cent lower with registrations cut by 103 in a sector down by 100 vehicles. CBW

By Mike Morgan

COACH AND BUS REGISTRATIONS

	March 1996 units	1995 units	Year to Date 1996 units	%	1995 units	%
Volvo	177	148	464	51.8	466	45.2
Dennis	73	150	206	23.0	334	32.4
Scania	30	27	75	8.4	75	7.3
Optare	20	12	52	5.8	36	3.5
DAF Bus	29	32	38	4.2	58	5.6
Bova	0	2	3	0.3	11	1.1
Others	19	14	58	6.5	51	4.9
Total	**348**	**385**	**896**	**100**	**1031**	**100**

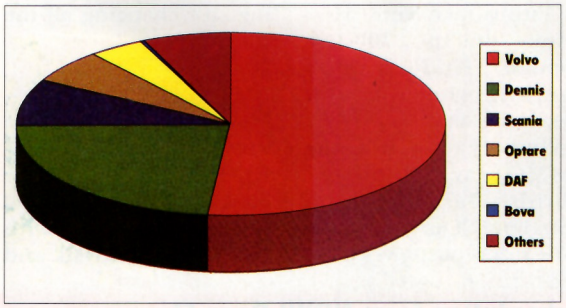
COACH REGISTRATIONS

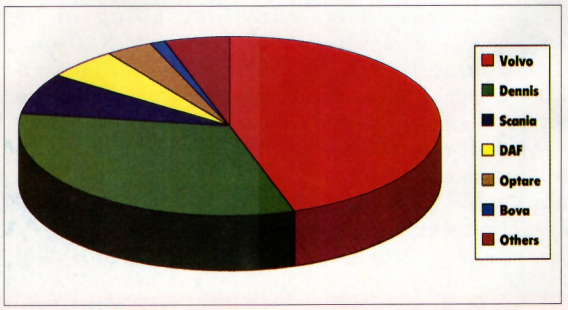
	March 1996 units	1995 units	Year to Date 1996 units	%	1995 units	%
Volvo	121	101	274	67.7	271	61.6
Dennis	18	40	39	9.6	64	14.5
Scania	20	21	36	9.0	36	8.2
Bova	0	2	3	0.7	11	2.5
DAF Bus	15	23	16	3.9	24	5.5
Others	12	11	37	9.1	34	7.7
Total	**186**	**198**	**405**	**100**	**440**	**100**

BUS REGISTRATIONS

	March 1996 units	1995 units	Year to Date 1996 units	%	1995 units	%
Volvo	56	47	190	38.7	195	33.0
Dennis	55	110	167	34.0	270	45.7
Optare	20	12	52	10.6	36	6.1
Scania	10	6	39	7.9	39	6.6
DAF Bus	14	9	22	4.5	34	5.7
Others	7	3	21	4.3	17	2.9
Total	**162**	**187**	**491**	**100**	**591**	**100**

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands.
Source: SMMT





PSV pie for 1996 (right) shows Dennis losing a considerable chunk to market leader Volvo

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It's a deal: Warwickshire chief exec Dennis Amiss and John Johnson

▼ Coach

Win shows Johnsons is on the ball

INVESTMENT in new coaches has paid off as Johnsons Coach Travel wins a three-year contract to carry county cricket champions, Warwickshire.

Over £650,000 spent during the last 18 months landed the Henley-in-Arden coach business with the contract to supply Warwickshire County Cricket Club with all its coach travel requirements. The deal includes travel for the first team, county youth teams and supporters.

Stewart Edwards, marketing manager for Warwickshire, said: "We were impressed from the start by Johnsons' new coaches and their commitment to customer service."

Johnsons managing director, John Johnson, said: "We are delighted to have been awarded this prestigious contract which will help our quality coach services to become better known in Birmingham."

First assignment was down to Heathrow to catch a flight to South Africa for the club's pre-season tour when the team was seen off by chief executive, Dennis Amiss.

Off the rails: bus takes strain off Underground

▼ Bus

Overground

SUSPENDED services on the Waterloo & City Underground line over Easter were replaced by a bus service between Waterloo and Bank stations. Sponsored by the Corporation of London, the 14-strong temporary fleet carried Corporation insignia and route number 800. The service operated at three-minute intervals during morning and evening peaks.

▼ Coach

Midland Red West refurbishes

A SIX-figure programme of coach refurbishment marks the start of Midland Red West's 1996 holiday programme.

Ten coaches in the FirstBus subsidiary's fleet are undergoing improvements including re-upholstery, re-panelling and re-painting in a new livery.

Midland Red West's coaching unit based at Redditch has a permanent fleet of 17 coaches supplemented by dual-purpose vehicles during the peak season.

Coaching unit manager Alf Elmes said: "Bookings this year for short breaks and holidays which include new destinations are going very well.

"Some of our activities later in the year are already fully booked, but there are still many opportunities among the wide choice of breaks on offer."

Two new destinations — as a result of popular demand — are the Isle of Man and North Devon, where the former home of Sir Richard Goodwin Keats is now an hotel at Bideford.

▼ Bus

Police to cra pupils in Yor

Police cars to follow school bu

UNMARKED police cars are to follow school buses in West Yorkshire in a bid to crack down on violence and vandalism.

Police in Halifax intend to visit schools across the district to explain their campaign, which will involve marked and unmarked police cars following some buses for an hour in the morning and evening.

By Andrew Jarosz

The cars will be in radio communication with the buses and officers can be on the bus within seconds of any trouble being reported.

Damage to buses of Rider Group subsidiary Calderline is now costing over £60,000 a year, and abuse and physical violence aimed at drivers is

▼ Bus

Search on for overall awards winner

THE search is on to find the overall winner of the 1996/7 Scania Transport Trust Awards with four very different preserved transport schemes announced as the front runners. First interim winners of the year are: classic gentlemen's yacht, Lilian of Stockholm; 1929 Ford Model A ambulance, Sympathy; 1860 Park Drag coach of Marston, Birmingham; and, 1914 Rolls Royce Silver Ghost.

Ready for the road: refurbished MRW coach

ck down on unruly ks school vehicles

ses and police in Halifax to visit schools in area

increasing. Calderline spokesman Bob Orley said that, although a minority of children were involved, the problem was escalating in size.

"Buses are being damaged, endangering passengers and other road users. Property is being stolen and we also lose out because vehicles then have to be taken out of service."

Steve Graham, managing director of sister company Bradford Traveller, confirmed that similar problems were being encountered in and around Bradford.

"It is particularly bad towards the end of school terms, when older pupils start to throw their weight around, but we endure problems with some school children all year round."

Representatives of West Yorkshire Police have met Calderline managers and established a strategy for the new term.

Pc Richard Allen, youth services officer, said that, because of increasing reports of intimidation and assaults on drivers and other passengers, "once the Easter holidays are over, the force will be cracking down hard."

Police cars to be radio linked to school buses

▼ Coach

Flushed with success over Indian joint venture

SHADES Technics, the Hertford-based specialist in on-board toilets and servery units for the coach industry, has concluded a joint venture for the manufacture of toilet cubicles with the leading coach-builder in India.

Marketing director, Henke Deuschle, said: "We have started an Indian company called Sutlej-Shades Coach Equipment Pvt. Ltd in collaboration with Sutlej Motors Pvt Ltd. Shades Technics will have 51 per cent of the share holding, Sutlej the remainder."

Sutlej Motors, based in Jalandhar, Punjab, will turn over 400 million Rupees in the financial year 1995-6 and employs 603 staff. In 1993 it won first prize at the Auto Expo in Delhi with the Indian market's first home-built integral coach. The new joint-venture company is acquiring 40,000 square feet of land close to the Sutlej plant. Building work will start in September ready for the planned start of production by the end of March 1997.

Mr Deuschle said: "Sutlej-Shades will initially manufacture products for the Indian market and, later, products for other Asian markets. Our investment is a result of our expectations of a vast growth market in India."

Pictured in front of the prototype Sutlej integral are (L-R) Dalijit Singh (md, Sutlej Motors); Charles Merhemitch (md, Shades Technics); Kulwant S Wilkhu (director marketing Sutlej Motors); and Henk Deuschle (marketing director Shades Technics).

▼ Bus

Best Bristols in the business, says Stroud Valleys

STAGECOACH Stroud Valleys is claiming the best Bristol VRs in the country following their refurbishment by fellow subsidiary, Gloucester Citybus, which is now looking to do similar work for other companies.

Operations engineer, Joe Emmens, said: "We have recognised that not all operators can buy new vehicles to upgrade their fleet.

"Refurbishment of buses to a better, more modern environment for passengers can give up to 10 extra years useful service — even with Bristol VRs."

Mr Emmens and his team had been extending the useful life of various types of buses since 1990, including Ford Transits, Mercedes-Benz 709Ds, Leyland Nationals and Olympians.

"The level of refurbishment required can be tailored to operators' budgets," said Mr Emmens.

"The majority of the work relates to the body structure and internal ambience for passengers and drivers."

The Stroud Valley VRs have improved heating and carpeted interior side panels.

● **Contact Mr Emmens on 01452 500047, fax 01452 311619.**

CBW

Refurbishment can give up to 10 extra years useful service, even with Bristol VRs, says Stroud

▼ Coach

Euro 96 operators' help file

WITH Euro 96 football championships less than nine weeks away organisers still don't know what the final demand for tickets will be, and transport arrangements for coaches have yet to be concluded.

Over 1.3 million ticket sales for the 31-match tournament are expected but coach operators carrying UK supporters remain in the dark (*CBW*, 30 March).

Brian Fisher, full-time Euro 96 transport manager until the end of the championships, said that operators wanting travel and parking instructions should contact the centre directors for each of the venues.

Although Mr Fisher is responsible for the official transport — all of which "is set and under contract" - he cannot answer questions about demand for supporters' coaches or specific stadiums.

Mr Fisher told *CBW* the command structure included assistant centre director for each venue and transport supervisors responsible for arranging reserve coach parking and liaison with the police.

However, the first point of contact for operators should be one of the four centre directors:

- **Kevin Verity for Villa Park and Wembley on 0121 328 2500/8811**
- **Alan Roberts for Elland Road and St James' Park on 0113 272 6048**
- **Jim Greenwood for Anfield and Old Trafford on 01704 560446**
- **Graham Mackrell for Nottingham City Ground and Hillsborough on 0114 234 1710**

▼ Coach and Bus

Seatbelts for every child

But operators fear council plan could cost them their contracts

By Mark Williams

STAFFORDSHIRE County Council is insisting on seatbelts before 1997 for every school child.

The local authority's policy will eliminate unbelted seats from its tendered contracts completely, removing all double-deck buses from the fleet and even supplying coaches and minibuses to pupils who have, until now, used bus services to reach school.

It ends three-for-two and, says the council, sets the pace for safety standards on school transport. Staffordshire contracts up for retendering this September will stipulate seatbelts and the deadline for other contracts will be 1 January, 1997.

The council admits the move will put thousands on the school transport budget. Seatbelts alone are expected to put £112,000 on the £2.8 million annual transport bill.

"The Government is introducing this legislation but hasn't given us any extra funding - but children's safety is paramount," said councillor Roger Wright. As yet, current contract operators are not being told how they will be compensated.

"This is being viewed very badly by many operators," said Leon Douglas, md of Leon's Coach Travel. "This will potentially cost us a lot of money and we are waiting to see what happens next.

"We have 23 contracts. If we can't get more money for those affected, we won't be able to do them."

The problem lies with three-year contracts due to finish after the changes. Compensation for the mid-term change has yet to be agreed, said Happy Days Coaches of Stafford.

"We'll have to sell double-deck buses and buy single-deck coaches. Of course, this will cost us money," said Neil Austin, traffic manager at Happy Days. "I'm just hoping that those contracts with a year to run will be changed to four-year contracts.

"This will allow the council to keep their three-year contract timings the same, and give us a better chance to invest in these vehicles.

"The price of doing it for one year could be too high. In fact, I don't think there will be enough coaches to go around in Staffordshire."

"We recognise the problem," said a spokesperson for the council. "The answer may be individual negotiation, but we are looking very hard at the solution."

Staffs County Council policy 'viewed badly' by Leon's Coach Travel

▼ Coach and Bus

Mr Perfect pays cost of untruth

JOHN Mervyn Pugh, West Midland and South Wales traffic commissioner, has taken an unusual sanction by imposing costs against an operator who provided false information when applying for an O-licence.

Six months earlier Brian Perfect, of Monterey Street, Swansea, had been granted a restricted licence for a minicoach in which he would convey handicapped persons.

When called before a public inquiry, Mr Pugh revoked the licence, banned him from having an O-licence for five years, and ordered him to pay to the Department of Transport costs of £250 - £125 for the hearing in July 1995 and £125 for the public inquiry under Section 17.

The licence had been granted to Mr Perfect, trading as Abelline, who stated he was a care manager at a West Glamorgan day centre for the handicapped.

However, he had been dismissed at the time and had no other employment.

Mr Pugh said: "The application was granted on information that proved to be false."

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▼ Coach

Garratt's 'roots' get the better of him

Single O-licence will give operator back the world he knows and finds hard to leave

By Mark Williams

LEICESTER operator Bryan Garratt, who put his coach firm in liquidation in February, has applied for an O-licence.

Mr Garratt filled in the time after the failure of Bryan A Garratt Coaches by taking on other operators' maintenance and repair, but says his roots in operation have finally got the better of him.

"Coaching's a sad disease," he told *Coach and Bus Week*. "But I can't deny that I felt my whole world had gone. I didn't think I'd have an opportunity to have another go."

With a personal loan, he has bought the telephone lines and one of his coaches from the liquidator and is hoping he'll get a single O-licence, purely to run within the private hire market with a 1980 Plaxton Supreme 53-seater.

"It will never go beyond the one vehicle," said Mr Garratt, who will be concentrating his effort on the workshop facility he rents. His son, who he had hoped would be involved, has taken a job elsewhere.

Mr Garratt's licence application is due to be heard in late May.

▼ Coach

CPT supports longer coaches

THE Confederation of Passenger Transport has released its advisory briefing, *The Case for Longer Coaches*, to support its 15-metre campaign.

The advice sheet (*CBW*, 6 April) points out that objection on grounds of length cannot be justified, in view of the acceptance of 18-metre articulated coaches.

It says 15-metre vehicles can match 18-metre capacity, meet turning circle requirements, may be more stable than articulated and, as tri-axles, cause less road wear than current vehicles.

"CPT has now received official confirmation from the Department of Transport that it has no objections in principle to the operation of 15-metre coaches in the UK," said CPT operations director Dennis Flower.

He said CPT would be making representations to promote their use to national organisations for local councils and tourist boards, but the CPT's members could contribute valuable momentum.

"Give practical support for the campaign by contacting your local authority or unitary authority — possibly in association with fellow operators in your area," suggests Mr Flower.

Spectacular livery from the land of Aus but European 12-metre...

▼ Coach

Livery from Down Under

AUSTRALIAN Aboriginal art makes this promotional 12-metre Mercedes-Benz 0404 (above) one of the most unusual coaches to be seen in London.

The coach, hired by Aussie coach tour firm AAT King's Tours from Luxembourg operator Voyages Eckers, is a pale imitation of AAT's original from Down Under, though.

The 13.5-metre tri-axle Mercedes-Benz vehicle (right) has the work of five aboriginal artists along its sides.

The European promotional vehicle, meanwhile, though only decorated with printed vinyls, has toured 26 cities attracting business to Australia, with the support of Qantas, three of the country's tourist commissions and the Ayers Rock resort.

CBW

...does not look as spectacular as the original

▼ Coach and Bus

Diesel ban put on hold

SWEDEN is attempting to ban diesel-engined vehicles older than eight years from Stockholm, Gothenburg and Malmö city centres.

The plan has been halted to consider European law — the ban may discriminate against visiting operators — but, by 1999, Sweden expects to have tougher controls. A proposed exemption for vehicles which rarely visit the 'environmental zone' may apply to touring coaches, however.

▼ Coach and Bus

MAN takes on rivals

MAN has dropped the price of many of its spares, including wiper linkages, switches, clutch release bearings and mirrors.

The discount scheme is designed to undermine parts suppliers dealing in substandard, cheap components and to maintain MAN's price competitiveness against other manufacturers.

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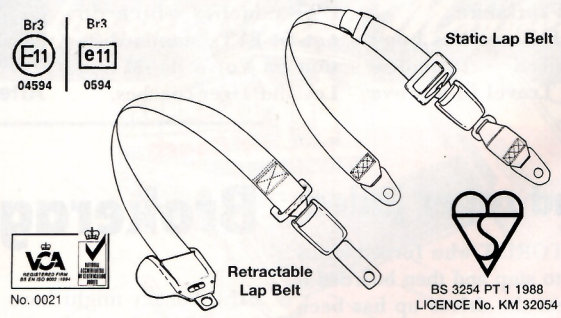

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Teesside-type branding spreads to Tyneside

▼ Coach

Hollings takeover

EAST Yorkshire Travel has expanded northwards on to Tyneside with the acquisition of North Shields-based Hollings Coaches, the four-coach business run by the Lowther family for almost 70 years.

As the main coaching subsidiary of Hull-based EYMS Group, EYT offers a programme of competitively-priced coach holidays under the direction of Graham Rogers. This latest takeover of a small coach business signals a new phase in the growth of the operation as it extends the catchment area beyond Yorkshire.

Hollings has been rebranded Tyneside Coach Travel in a move which mirrors last year's takeover of Harts Coaches of Stockton and the subsequent change to Teesside Coach Travel.

As part of the Hollings deal it takes over the lease of a travel shop in Wallsend's Forum Shopping Centre, which becomes the administrative office and main sales outlet for the business.

Adrian Hutchinson has been recruited to manage EYT's new unit and Alf Lowther is staying on as a driver.

Meanwhile, the future of its mainly part-time staff is being reviewed, as are the four DAF coaches which do not fit EYTs standardisation on Volvo B10M and Leyland Tiger coaches.

▼ Coach and Bus

Merger of Primrose not a retreat - Shipp

Depot closure 'does not mean scaling down'

by Mike Morgan

PRIMROSE Valley Coaches of Filey is to merge with fellow EYMS Group subsidiary, Scarborough & District, just six years after the company was acquired from the Webster family following a post-deregulation battle on local bus routes.

Its depot, operating base since 1951 and conveniently located for serving east coast holiday camps between Scarborough and Bridlington, will be closed as EYMS rationalises its local operations. At the time of takeover Primrose Valley had 18 vehicles (mainly Ford or Bedford coaches) and employed 23 staff. Six years later the complement stands at 20 coaches and buses, transferred from within the main East Yorkshire fleet, and 25 staff — all transfer to Scarborough.

The Primrose Valley name is to be retained for the coach fleet while bus operations on Scarborough town services and seasonal coastal service are expected to be absorbed by S&D.

EYMS joint managing director, Peter Shipp, said that the move was not a retreat from the area but was prompted by the need to save costs. He said: "The closure does not mean any scaling down of the group's operations, and there will be no reduction in the total number of coaches and buses operating in and around the area."

After six years as separate unit, Primrose Valley moves to Scarborough

▼ Bus

Road rager jailed

A MOTORIST who forced a bus driver to stop and then boarded it and beat the driver up has been jailed for six months. Stephen Marsh, 35, of Bournemouth was convicted at Bournemouth Crown Court of assaulting Yellow Bus driver Mark Grinham.

The court heard that Marsh, in a fit of 'road rage', had forced the decker to stop with his car. He then opened the bus door and punched Mr Grinham repeatedly in the face. Yellow Buses finance director Roy Edgeley said: "Nobody should be attacked like this when they are trying to do a job of work."

▼ Coach

Brokerage brings operators together

BILL Varney might have retired from Biss Brothers but he is keeping his hand in through a coach brokerage arm set up in the offices of World Travel of Harlow.

World Travel, an independent travel agent sold by Biss 11 years ago, is host to Mr Varney's new service for coach operators. Building on 45 years in the industry he is capitalising on links established and knowledge acquired.

Having supplied clients such as Lloyds Bank and Tesco with special needs for large movements of coaches, Mr Varney is confident that there is demand for a coach broker who can put customers in touch with operators

In addition he identifies a similar service for operators experiencing short-term shortage of vehicles who need vehicles at short notice while there are other operators with surplus vehicles able and willing to fill the gap.

Mr Varney said: "There's got to be coach movements which require this sort of thing. Basically, I thought I ought to be doing it and it was worth a shot."

● Mr Varney is offering his collection of *CBW* and *Coachmart* magazines to *CBW* readers. His collection is one of a few remaining complete sets of *CBW* and its predecessor. It goes back to day one and contains some very rare early issues.

He stresses that they must go to a deserving cause and that the magazines would have to be collected from his home near Peterborough. Ring Mr Varney at World Travel on 01279 418521, or at home on 01733 844788.

Celebrating 25 years of Setra operation, a 250 Special brings Kirby's of Rayleigh fleet back up to eight vehicles

▼ Coach

Silver Setra service from Eddie for Kässbohrer

EDDIE Kirby is celebrating 25 years as Kässbohrer's longest serving Setra customer in the UK as one of the latest generation 250 Specials joins his nine-vehicle fleet.

Back in 1972 that first Setra was a very rare vehicle on the coaching roads of Britain. It was imported direct from the Kässbohrer factory after Mr Kirby witnessed the Setra's abilities on Europe's mountain roads. "Everybody thought it was a gamble, but I didn't," he said.

by Mike Morgan

As a 100-series powered by Henchel engine it was destined to remain unique, though it is still in the Kirby fleet and after some bodywork attention will be active on the company's tours, excursion and private-hire work again this season.

Kirby's second Setra displayed at the 1980 coach show was only the second Setra to be imported and marked this country's introduction to the long-running 200-series.

This time others followed in Mr Kirby's footsteps and Kässbohrer was persuaded to set up the Lincoln dealership which supplied the latest coach — an exhibit in the demonstration park at Coach & Bus 95.

Mr Kirby confesses that it was love at first sight for the show model with its graduated blue/silver/green colours. "I just happened to see it at Lincoln prior to it going down to Birmingham and I said 'I'll have to buy it', so although I hadn't paid for it at the time it was going to bring our fleet back up to eight."

In a link spanning the last 25 years, Mr Kirby took the 250 to Devon on its maiden trip. Coincidentally he drove the Pioneer Setra on its first trip — also to Devon. The only difference is that he now runs Setra and nothing else — all, except the first, with Mercedes-Benz engines. CBW

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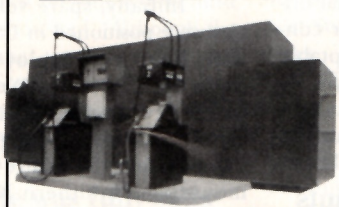

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▼ Maintenance

Problems with HGVs prompt PSV inquiry

MAINTENANCE of Bolton-based Wilsons Coaches vehicles is to be reviewed because of the poor condition of vehicles on the haulage side of the business.

North Western traffic commissioner Keith Waterworth curtailed the two-vehicle HGV O-licence held by Mark Beddows, of 68a Darbyshire Street, Bolton, Lancashire, in the name of Wilsons Skips, to one vehicle for a fortnight. He also issued a written warning.

DoT vehicle examiner Keith Craven said he had inspected two goods vehicles in January, imposing an immediate prohibition on the operational vehicle. The second vehicle, which was not in use and not specified on the licence, was free from defects. He also inspected two coaches, issuing one defect notice.

The prohibited vehicle had been given an immediate prohibition in May 1995, and the cause of an oil leak from the service brake foot valve had not been rectified by January. In January wear in the offside track rod end was in an advanced state and should have been noticeable when the vehicle was inspected by Mr Beddows in December.

Mr Waterworth said he would have the PSV side of the businesses reviewed to see if a similar picture of inept maintenance was building up.

Mr Beddows said they were now employing two full-time drivers, which would give him more time in the yard. They had acquired the adjacent yard and there should be no problem with the maintenance now with the extra room and additional staff they had taken on.

They had bought the skip wagons off a firm that had closed down with the intention of selling them on. However, they changed their minds after receiving inquiries for skips and they had felt that, as a business venture, it could supplement the coaches.

In reply to the commissioner, Mr Beddows agreed he had previously been to disciplinary proceedings in relation to his PSV O-licence because of problems over maintenance and the authorisation on his licence had been reduced from seven to four vehicles.

Mr Waterworth said there had been a satisfactory maintenance report on the coaching side since then. Mr Beddows had better import into his goods vehicle operation the improved maintenance practices that had led to that satisfactory report and the renewal of his PSV O-licence in September 1994. In both operations he had to operate with "road safety" as his watchword.

In both operations Mr Beddows had to operate with 'road safety' as his watchword

Curtailing the HGV O-licence, Mr Waterworth said he had to look at Mr Beddows' general performance. He took account of the fact the other goods vehicle and the coaches examined were in a satisfactory condition. However, some disciplinary action was required.

▼ Competition

Common sense ne in Weymouth - As

Aftermath of the bus war between Southern Nation

by Michael Jewell

BOTH sides in the Weymouth bus war must return to common sense and instil discipline, Western traffic commissioner Air Vice Marshal Ronald Ashford has warned.

He banned Southern National from operating Service 1, Weymouth to Portland, and Service F/155 and from registering any further service in the Weymouth area or increasing the frequency of buses on Service X10 Portland-Weymouth-Dorchester until the beginning of next April.

The commissioner also banned Weybus from registering any further local service in the Weymouth area for six months (*CBW*, 13 April).

Mr Ashford said Southern National and Weybus were two of three operators running local bus services in Weymouth, the third being Smiths. There was at least some degree of co-operation between Southern National and Smiths. However, relations between Southern National and Weybus were poor.

Both had complained extensively about the other's operations, Southern National essentially that Weybus had failed to operate in accordance with its registrations and Weybus that Southern National had behaved in a predatory fashion.

The ill will and passions aroused were considerable. The drivers of both firms had become involved and there was circumstantial evidence of belligerence spilling over to violence as competition intensified.

Indeed, the aggravation was apparent at the public inquiry. A driver of one firm made unsolicited threats of violence regarding remarks on the evidence given by a driver of the other, and he had had to intervene to cool tempers and to require sensible conduct, said the commissioner.

Belligerence had no part in the running of bus services. Violence, or the threat of violence, was intolerable whatever the provocation. Both sides must return to common sense and instil discipline.

Drivers must be warned that he would not hesitate to use his powers against their vocational driving licences if their conduct fell below acceptable standards. Regrettably, he needed to remind Southern National and Weybus the public wanted reliable services with safe vehicles operated by courteous drivers

'The public wants reliable services with safe vehicles operated by courteous drivers'

Southern National, of 4 Hamilton Road, Taunton, had a 250-vehicle O-licence, operating out of five depots in Somerset and Dorset. It ran some 80 vehicles at Weymouth, where it had around 20 local services registered.

The company admitted it had operated unregistered services on the Portland route in November 1995. Its case was that it occurred because of its frustration with the manner in which the Weybus service was run over the same route. Weybus had allowed a total running time of 38 minutes for its return service, compared with Southern National's 66 minutes. The Weybus running time was woefully inadequate, thus it could not comply with its registered particulars.

What in practice happened was Weybus operated to position itself ahead of the Southern National service, thus denying the public an opportunity to board a Southern National bus. To attempt to counter Weybus, Southern National conducted a limited experiment which failed.

Initially, spare vehicles were positioned in Derwent Road and deployed from there towards Weymouth to protect the Southern National operation, giving the public the chance of mounting a Southern National bus as against a misplaced Weybus vehicle. Later spare vehicles were used from Victoria Square in a similar operation.

The deployment of the Southern National vehicles had been a defensive ploy, not an offensive measure to position its vehicles ahead of the Weybus vehicles and provide the company with an advantage.

The company had admitted that a service within Weymouth, Service F/155 had not been operated in accordance with its registration. It was said it had registered it in identical terms to one registered by Weybus. The instructions to the driver was to do what Weybus was doing, hence the registration had been inadvertently contravened.

eded hford

al and Weybus

Western traffic commissioner Air Vice Marshal Ronald Ashford: 'had to intervene to cool tempers'

It was also accepted the company had operated unregistered services on the Portland route on two dates in December. On those dates the company found it had spare vehicles and drivers and they were deployed on the route to enhance the service.

The commissioner said he accepted Southern National had held a licence for a very long time without blemish. However, the failure to run services in accordance with their registered particulars, and to run services outside the registration system, was serious.

The public did not know where they stood. Confidence in timetables and in the bus system must be protected. Although the failings were over only part of Southern National's territory, the citizens of Weymouth were seriously inconvenienced. He acknowledged the company was frustrated and irritated over what it perceived as wrongdoing by Weybus, but that did not justify its response.

He was fully satisfied the company deliberately set out to prejudice the Weybus operation

Furthermore, by the time Southern National mounted its counter action the company was aware Weybus was being called to account for its conduct at a public inquiry initially fixed for 7 December.

He pointed out that a number of monitoring exercises were carried out between September 1994 and February 1996 and that no evidence to substantiate Southern National's allegations was found until the monitoring exercise carried out in July 1995.

He rejected the company's assertion regarding the deployment of spare vehicles at Derwent Road and Victoria Square. Those vehicles were not used to protect Southern National services.

Their purpose was to interfere with the Weybus service. That the ploy apparently failed was of no consequence. He was fully satisfied the company deliberately set out to prejudice the Weybus operation.

The company's attitude was further illustrated by its admitted use of additional vehicles on the same route in December. Those vehicles were not duplicates, there was no requirement. The aim could only have been to increase the density of Southern National buses to the detriment of Weybus.

The company's approach could also be judged by its operation of Service F/155. The instruction given was highly likely to be taken as a licence for the Southern National driver to behave in a predatory fashion. The company's conduct in regard to that service was utterly irresponsible, demonstrating no regard for the law or the public interest.

He had no doubt the company deserved to be penalised for its actions. The contraventions were clear and could not be excused or justified. He rejected arguments that the company was not in breach of the Act because any interference had to be against a local service being operated in accordance with its registered particulars.

The company had a guilty mind. It did interfere with the registered service of another. There was no evidence that at the time the service being interfered with was being run contrary to its registration.

'The company had a guilty mind. It did interfere with the registered service of another'

Air Vice Marshal Ashford said he accepted the company had a good record and only a small proportion of its operations were tainted. He did not accept its perceived frustration warranted the action it took.

Though limited in scope, the company's conduct was deplorable and reprehensible. A direction to repay fuel duty rebate grant would be inappropriate and draconian on this occasion but a severe penalty was called for given the nature and seriousness of the failings.

In the Weybus case, the commissioner said Nigel Charlton held a licence for one vehicle and a further licence for 16 vehicles in partnership with his two sons and Mrs Spencer. Eleven registered services were operated under the two licences, trading as Weybus, of 43 Norfolk Road, Weymouth.

For Weybus, Colin Ward had argued its shortcomings all stemmed from Southern National's predatory actions. Southern National had deliberately interfered with Weybus operations by swamping routes run by Weybus, making them unviable.

Further, Weybus vehicles were boxed in and were unable to move. Southern National also poached Weybus drivers and intimidated others. Thus Weybus was left short of drivers.

These were difficult to recruit and inevitably it meant a full service could not be operated on all routes. Weybus, when it planned its route structure, ensured it had sufficient drivers and vehicles to operate its services.

However, Southern National had operated its fleet with the aim of forcing Weybus off the road, both literally and financially. The commissioner said he was satisfied Weybus did not run many of its routes when it should have done.

There was also no doubt that Route 4 was run incorrectly, via Wyke Road and via Lanehouse Rocks Road. He was also satisfied Weybus was subject to considerable harassment by Southern National, which had conducted its affairs reprehensibly.

However, that did not excuse Weybus. The public demanded reliable services and this they did not get. No bus company could ignore the requirements of the law. If it registered services it must run them for the prescribed time. It could not start and stop on its own volition.

Nor could it run services contrary to the registration as Weybus clearly did in the case of the Lanehouse Rocks Road service. No excuse could be advanced for running that service improperly. Weybus could not escape penalty. Though its conduct was less blameworthy than that of Southern National, it was still at fault. CBW

Costume drama: entering into the spirit of the promotion are (from left) Colin Samways, sales and marketing manager; Anne Soto, booking office manager; and Margaret Lealan, sales manager

▼ Europe

Operator in

Eurolines announces details of ma

by William Golden

EUROLINES, the scheduled coach operator, has announced details of a significant expansion into eastern Europe in its 1996/97 programme, including a new service to Romania and increased frequency to Austria and Hungary.

The Romanian service will run to the capital, Bucharest, and there will be two new services to destinations in Poland - Zakopane and Gdynia.

Services to the Austrian capital, Vienna, are being increased from four to six a week, while those to Budapest, in Hungary, will increase from two to three a week, increasing to four in the peak season.

Eurolines will

▼ UK

Celebration for chocoholics

IT is chocs away for coach groups in Birmingham when staff at Cadbury World turn back the clock to celebrate Edwardian Memories, the Bournville attraction's tribute to the era of gaiety girls, music hall - and the launch of Cadbury's Dairy Milk.

The promotional month starts next Wednesday, 24 April, and staff will be dressed in period costume to offer a number of incentives for groups visiting the UK's only permanent exhibition devoted to chocolate.

Every group visitor will receive a Chocolate Cornucopia catalogue, containing more than £15 worth of money-off vouchers redeemable at a number of tourist attractions in the Midlands, including Ashorne Hall, in Warwickshire, Stratford-upon-Avon's Shire Horse Centre, and the Robert Opie Museum, in Gloucester.

Also, groups are being encouraged to wear Edwardian dress, with a free 600g of Cadbury's Dairy Milk being given to every visitor entering into the spirit. There will be a special, midweek admission rate for senior citizens of £3.99 per person.

Among the attractions being introduced for the promotion, which will run until 24 May, will be a barrel organ and selected appearances by Shire horses.

Cadbury World will be open daily from 10am to 5.30pm throughout the Edwardian Memories promotion and operators wanting to book a group visit should call 0121 451 4159. For general information about tours throughout the year, they should call 0121 451 4180.

▼ UK

Major refit for a coaching favourite

UP to £500,000 is being spent on the first phase of a major refit of the Hotel Burstin, the Folkestone hotel that has long been a favourite with coach groups.

Of this, more than £100,000 has been allocated to upgrading and installing new equipment in the dining rooms at the Burstin, which was recently acquired by Leisure Great Britain - a division of Queensborough Holdings. Other plans include remodelling the Ocean Ballroom, which hosts afternoon tea dances and a nightly cabaret, and the Pavilion Leisure club.

The first phase should be completed by the end of June.

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Pole position

jor expansion into eastern Europe

move even further east from 17 May when it plans to introduce services to the Baltic states. The destinations will be Riga in Latvia; Kaunas and Panevezys in Lithuania; and Tallinn in Estonia. The company also has applied for a licence to run to Lvov in the Ukraine.

Closer to home, Eurolines is introducing four new destinations in France - Clermont Ferrand, Aix-les-Bains, Beziers and Narbonne - plus a direct London-Rennes service in the Summer.

These new destinations are not that well connected by rail and enable Eurolines to reduce its reliance on the fiercely-competitive Paris and Brussels services.

▼ Europe

Disneyland sparkler

A PACKAGE to Disneyland Paris with extra sparkle is being offered to operators by Independent Coach Travel, one of the three preferred UK wholesalers for the French theme park.

Disneyland Paris is staging a firework spectacular on 5 November and ICT is offering a two-night deal, departing on 4 November, for £65 per adult and £35 per children from three to 11, sharing with two adults. The price includes two nights at the Santa Fe hotel, a one-day pass to the theme park and return ferry crossing.

Stephen Moore, ICT sales and marketing director, said: "Disney is pulling out all the stops to present a wonderful display that will be talked about for a very long time. ICT is holding allocations at most of the resort hotels but, as space is filling fast, operators should secure their accommodation as soon as possible."

Mapping it out: Peter Hilton (right), Shearings Holidays' operations manager, and Peter Alderman, project manager at parent company, the Rank Organisation, survey plans at the new interchange

▼ UK

Shearings' £3m interchange

WORK is well under way on a £3 million coach interchange, which is being built by Shearings Holidays at Stretton, Cheshire. The new interchange, which will handle around 100,000 customers a year, is due to open in July and will replace the existing north west interchange at nearby Cranage.

It will double the passenger waiting area capacity and have improved catering, toilet and car park facilities.

Shearings is set to open a second new interchange at Hemel Hempstead, Hertfordshire, this year which, with existing hubs at Normanton, West Yorkshire, and Exhall, West Midlands, will give the company four dedicated UK coach terminals. CBW

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Amsterdam	14C/57F	Oslo	9F/48F
Berlin	12C/54F	Paris	15C/59F
Brussels	15C/59F	Rome	18C/64F
Dublin	12C/54F	Stockholm	4C/39F
Lisbon	21C/70F	Vienna	13C/55F
Luxembourg	13C/55F	Zurich	15C/59F

DIESEL PRICES

(Courtesy AA Roadwatch)

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.56	Luxembourg	0.46
Belgium	0.56	Netherlands	0.56
Eire	0.58	Norway	0.75
France	0.54	Portugal	0.47
Germany	0.50	Spain	0.48
Greece	0.43	Sweden	0.65
Italy	0.59	Switzerland	0.66

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	15.45 Sch/£	Italy	2,350 Lire/£
Belgium	45.40 BFr/£	Netherlands	2.4750 Gld/£
Denmark	8.58 K/£	Norway	9.62 NKr/£
Eire	0.94 Punt/£	Portugal	229 Es/£
France	7.51 F/£	Spain	185 Pta/£
Germany	2.22DM/£	Sweden	10.10 SKr/£
Greece	361 D/£	Switzerland	1.75 SFr/£

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Questions & Answers

Q **If a PSV driver gets a fixed penalty fine for speeding does this have to be reported to the traffic commissioner?**

RL, Surrey

A If it was not in a PSV there is no such requirement (although if the points awarded bring the driver up to disqualification level he will not be able to drive a PSV in any case). I am, however, assuming that your question is about exceeding a speed limit in a PSV. Let it be noted first of all that, under the Road Traffic Offenders Act 1988 (which introduced fixed penalty offences), there is no doubt whatsoever that the acceptance of the fixed penalty fine is a conviction.

Under Section 19 (2) of the Public Passenger Vehicle Act 1981 and the Public Service Vehicles (Operators' Licences) Regulations 1995 (S.I. 1995 No. 2908) an O-licence holder is under a duty to notify the traffic commissioner of any relevant conviction of the licence holder, or of any officer, employee or agent, which is committed in the course of the licence holder's road passenger transport business. This notification has to be given within 28 days of conviction of the licence holder or transport manager and within 28 days of the conviction coming to the licence holder's knowledge in the case of other persons (including employees).

The "relevant convictions" are scheduled in the regulations quoted above. The list includes speeding offences. If the speeding offence was in one of your coaches or buses you most certainly do have to notify the commissioner. Need I say that it could prejudice your licence (a) not to do so, and (b) if you were either encouraging the speeding (ie by tight scheduling) or even just turning a blind eye to it. Employers do, for example, have a duty to monitor a sufficient sample of tachograph discs to check legal compliance with all the matters which they record - not just driving, working and rest times.

Q **Employers already have to shoulder the burdens of sick and maternity pay. Is it correct that funding employees' pensions too might be another drain on our small profits?**

KM, Northumberland

A Who can say what politicians can dream up for the future! This would certainly be following the trend and is, therefore, not impossible. However, as far as I am aware, no such obligation is foreseen in the immediate future.

What you may have heard, and what may have sparked this question off, is the intention of the present Government to make it easier for small businesses to set up Group Personal Pensions (GPPs) to supplement the state provision for their employees.

The obstacles at present facing small businesses and their employees include the fact that the various top-up pension schemes may not be transportable from job to job and employers are wary of setting up company schemes lest they fail to deliver the expected return (or even are down the 'league table') when the employee becomes of pensionable age with the consequent risk of the employer being sued for giving bad pension advice.

The new GPPs remove these obstacles. Pension schemes wholly funded by the employer are now rare (and probably were only ever given by large employers). But pension schemes without any employer contribution will not appear attractive to employees. The current norm for a GPP scheme would involve a contribution by the employee of about three per cent of wages with about double that coming from the employer.

It may sound a lot out of thin profits but perhaps investing a little to attract a better quality of driver may actually be cost effective. No one would disagree that drivers can make or break a hire, or even a business. A long-term investment might pay better dividends than making short-term savings.

Questions on coach and bus operation should be sent to: Marksman, c/o *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154 Marksman will answer more questions on 4 May 1996

Q **Would you advise me to pay some money up front to a firm that is offering to get me a grant towards the cost of some new premises? It seems a bit like a confidence trick to me.**

AJF, Co Durham

A It almost certainly is, especially if a large sum is involved and/or it is not wholly refundable if the firm cannot get the grant for you. I would suggest three avenues which will cost little or nothing.

One is the business adviser (or manager if you still have one) of your own bank. The second is the Rural Development Commission, if you are in a rural area. The third is your local Business Link - an initiative of the Department of Trade and Industry. If you are unaware of your local Business Link contact point, ring the Business Link signpost line on 0345 567765.

Q **Would you remind me of the law about checking and calibrating tachographs, please?**

GH, East Sussex

A At no more than two-yearly intervals a tachograph has to be checked by an approved installer to see it is functioning correctly and accurately. A two-yearly inspection label will be affixed to the tachograph head to show this has been done.

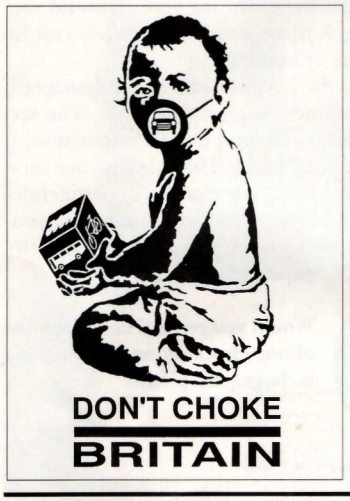
At six-yearly intervals a full re-calibration has to take place — again at an approved centre. The date by which this has to be done is irrespective of the two-yearly checks. In practice, unless the two-yearly checks are done on the anniversary of the installation or a subsequent six-yearly re-calibration, the dates are unlikely to be coincidental. The two-yearly cycle may, for example, have been re-set when re-sealing is necessary following a power train repair.

So it is not unusual for operators or tachograph centres to overlook the six-year anniversary — and have it perhaps brought to their attention by a prosecution following a routine (and perhaps otherwise satisfactory) disc check. It is, therefore, good practice to have both the two- and six-yearly deadline dates recorded boldly on the maintenance records of all vehicles — especially those which have been purchased second-hand — so checks and re-calibration will be programmed at the right time.

Where a two-yearly check falls due less than two years before the six-yearly calibration deadline, in most cases it would make good sense to have the full six-year treatment done early. When the six-year certificate is attached to the tachograph head, all previous certificates will be removed and the six- and two-yearly periods start to run from that date. CBW

Powerful logo

THE Don't Choke Britain campaign has unveiled a powerful logo for its major transport campaign in June. The logo was the winning entry in the design competition held in colleges and universities in the seven passenger transport authority areas of Great Britain. The winner is Jonothan Wyvill from Grimsby, a University of Northumbria student, who will see his work in print and is rewarded with the £100 first prize.



Can Central save the planet?

THIS intriguing display on one of London Central's recent batch of Olympians - in what was London Buses's standard livery - exhorts the use of public transport to "save the planet."

While highly original in design, its message is probably lost on much of the population though, hopefully, in time, attitudes will change. London Central, however, cannot be accused of not doing its bit for this admirable cause. Not only does it run hundreds of buses in the service of the travelling public but it also has a sailing vessel as its logo.

What could be more environmentally friendly?

Why On the Buses is now on the buses

TOPPS, the company which pioneered television on buses, has revamped its programming and introduced a series of classic comedies to its schedule. This means *On the Buses* is now... on the buses.

The new line up also features Tommy Cooper, Norman Wisdom and Peter Sellers and includes more entertainment, fashion and sport.

Suzanne Wilkinson, sales and marketing director of TOPPS, said: "We are constantly looking at ways to improve our service to our audience and our advertisers. By providing our viewers with the entertainment they enjoy on their bus journeys we are also creating a more receptive environment for the advertising message."

The TOPPS service is operated by British Bus subsidiaries.

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TOYOTA	Optimo III	21 seat GL	from £52,214

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95 (M)	VOLVO B6	Algarve	35 recliners
93 (K)	DENNIS JAVELIN	Duple 320 SL	53 recliners, power door
90 (PP)	MERCEDES 0303	Charisma	49 recliners, double glazed

92 (PP) DAF MB ALGARVE 3.5
49 recliners, toilet, continental door, radio equipment

85 (B)	LEYLAND TIGER	Laser II	53 seats, power door
84 (A)	LEY ROYAL TIGER	Doyen	46 recliners, toilet
81 (PP)	VOLVO B58	Plaxton	53 seats, power door

89 (F) VOLVO B10M ALGARVE
49/53 recliners, toilet, power door, continental door, radio equipment

MINI BUS SELECTION

93 (K)	TOYOTA	Optimo II	18 seats
92 (K)	TOYOTA	Optimo II	21 seats
90 (G)	TOYOTA	Optimo II	18 seats
89 (G)	MERCEDES 814	North Western	29 seats
88 (F)	VW LT 55	Optare City Pacer	23 seats, power door

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LETTER OF THE WEEK

Saga of the real first Dennis Dominator...

From Philip Hilton

Although separated by almost 20 years, the first and last Dennis Dominators were bodied by East Lancs but, as your Diary column reveals (*CBW*, 6 April), to go to press with brochures for the new Dominator in 1977 East Lancs produced a new vehicle with the Dennis style front. This, however, was not what it looked. In fact it was an Atlantean with a Dennis front.

For months bus enthusiasts were searching the country for something that did not exist. I know it is a bit late 20 years on but can we apologise to the enthusiasts?

David Toy, now engineering director of London & Country, will take delivery of the last Dennis Dominator, chassis no DDA2006/1107.

The 'real' first Dominator chassis no DD101/101 was first used, also by Mr Toy when chief engineer of Brighton Borough Transport.

This vehicle, registration SHE 722S, was displayed at the Brighton conference of the Association of District Councils (ADC), now Association of Local Bus Managers (ALBUM) in 1977 and used by Brighton Borough Transport for three days prior to entering service with South Yorkshire PTE.

It also has the distinction of being driven down Downing Street to the Prime Minister's residence, number 10, when Hestair (the parent company of Dennis at that time) received an award for export.

This cannot be repeated due to the steel gates now at the entrance to Downing Street.

Philip Hilton
Director
East Lancashire Coachbuilders Ltd
Blackburn

● The first and last Dominators can be compared with their successor, the new Lance double deck, now to be rechristened the Dennis Arrow — see Deals and Dealers on pages 31 and 32 — Ed

Write to: The Editor
Coach and Bus Week
EMAP Automotive Publishing
Wentworth House
Wentworth Street
Peterborough PE1 1DS
or fax 01733 467154

The editor is always pleased to receive letters for publication and, if requested, will publish these anonymously but all letters should include the author's full name (ie first name and surname), address and telephone number.

CORGI CLASSICS

Letter of the week wins a Corgi Classics model bus

Congratulations, CTC

From Eiron Jones

Congratulations to the Coach Tourism Council, especially to the organisers and sponsors, for the Charity Ball in Birmingham. The evening was a great success, we thoroughly enjoyed ourselves. Due perhaps to the fragile state of some of the exhibitors the following day's negotiations were also a great success.

As an industry we are always arranging holidays for our clients to enjoy so it makes sense that we know how to enjoy ourselves and Wednesday evening was no exception, everybody seemed to be in great form — perhaps at times even a bit too excited. Once again congratulations, CTC, and please keep up the good work you do in promoting our industry.

Eiron Jones
Operations director
Diamond Glantawe Holidays
Swansea
West Glamorgan

Service very efficient

From Craig Porteous

We write regarding our very recent experience with the newly set up IRS (Independent Recovery Service) breakdown scheme, which has been advertised recently in the trade magazines.

Having considered joining the scheme when the adverts first appeared in January, we were a little sceptical of whether the scheme could work. Similarly, having discussed the idea with a number of other coach operators, they also expressed the same reservations, resulting in us not pursuing the matter any further.

However, we received a courtesy call from IRS a couple of weeks ago inquiring if we had thought about joining the scheme. Having taken this opportunity to voice our reservations, these where quickly answered by their staff but it was left that we would think a little more before deciding whether to join.

The following day we considered the scheme could work and decided we would become members and set about filling in the application forms. However, before we could complete the forms and post them, a Mercedes-Benz 814D broke down on the M1.

Without going into too much detail, even though we hadn't actually become members at that time, and they had no proof we would send the cheque in, IRS agreed to attend the vehicle, the result being it was dealt with within 35 minutes of making the first call by someone who obviously knew what he was doing, and the coach was then mobile again within an hour.

From our previous experiences we know that, after making many phone calls, it can take some of the other breakdown suppliers (and even OEM warranty suppliers) longer to even advise that someone will be on the way, than this breakdown took from start to finish!

Bearing in mind this only took one phone call to arrange, with a return call received from IRS within 10 minutes advising that someone was already on the way, we can only advise that the service was very efficient. Furthermore, at the same time as the breakdown was being attended to, IRS was making plans for a replacement coach should this have been required.

And, having now received the invoice, the costs charged were exactly as detailed in the IRS literature, which are at a very reasonable level.

Craig Porteous
Partner
Alpha Coach Co
Anlaby
Humberside

Thanks for coverage

From Nigel Skill

Thank you for the compreshensive way in which you covered our training initiative (*CBW*, 30 March) and I hope the article will help spread the word about IIP among our other coach operator colleagues.

Nigel Skill
Managing director
Skills Motor Coaches
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George Sztykiel: 'our overheads are cut to the bone'

Spartan b spartan b

A US m operat simplicity

THINK transatlantic and you think big. So it comes as no surprise to find a chassis manufacturer whose total annual output is more than double the total number of coaches and buses sold in the UK.

You'd also expect its plant to be ultra-modern and at the forefront of technology. In your imagination you'd build up a picture of highly-sophisticated chassis rolling off one of the world's most advanced production lines.

However, the Sharlotte plant of Michigan-based Spartan turns out uncomplicated vehicles built to the uncompromising principles of its guiding light, its chairman and chief executive George Sztykiel (pronounced Stee-cull).

Having learned the painful lessons of unemployment when, in the grip of recession, truck manufacturer Diamond Reo went bankrupt in 1975, Mr Sztykiel guides Spartan's no-nonsense production ethics. Overheads are cut to the bone and the emphasis is on volume ...and making money.

"The best way to save money is volume," said Mr Sztykiel at the UK launch of Spartan's TX chassis. "Build all the same and you get durability and reduced costs." These principles give Spartan a £10,000 price advantage even when import duties are taken into account. Mr Sztykiel explained: "In the States everything starts with the price.

"But, if you're not making money your not accomplishing anything."

Spartan TX: straightforward chassis and engine lowered by four inches

'The best money is vo all the same durabi reduce

And Spartan is making money from its 1995 sales of 500 fire trucks, 2,800 motor homes and 600 bus chassis. That output has slipped back from its peak in 1994 when net earnings of $10.6 million compared with $0.4 million 10 years earlier.

With low manufacturing costs and spare capacity Spartan is keen to sell its custom engineering in overseas markets, including the UK, where its first product is the 'mid-floor' TX and Mr Sztykiel confirmed that two prototype low-floor chassis herald a new US contender in this emerging market sector before the end of 1996.

The first vehicle to land on these shores showed what the company could do. But unfortunately it arrived in great haste and was easy to criticise. Those who eyed the newcomer tucked away in a corner of the NEC at Coach & Bus 95 show saw the vehicle as living up to its name. Assembled at great speed and built to a budget - £82,000 for a 53-seater urban bus - it looked spartan.

These first impressions linked to the lingering memory of its high steps at the rear to reach the back row of seats made it easy to dismiss.

But behind this inauspicious debut lies a vehicle of great strength that has been refined in the light of in-service experience and is the forerunner of the company's promised venture into the low-floor arena.

Specification identifies its potential market - rear-

by name, by nature

anufacturer tempting British ors with a chassis of rugged and low price is going low-floor. Mike Morgan reports

First East Lancs Opus 2 is run as testbed for the future

mounted Cummins B-series engine, Allison gearbox, Eaton rear axle, air suspension.

However, it very nearly didn't make the show. Delays held up delivery to the UK, leaving East Lancs with just five weeks to mount a body - remarkably its first Opus 2 using Alusuisse aluminium construction.

In a display of intent, Mr Sztykiel ordered the chassis to be air-freighted to Manchester to give the Blackburn-based bodybuilder a chance. Although an extravagant gesture apparently contradicting the company's cost-sensitive culture, it demonstrated a commitment to serve the customer - in this case Yorkshire Traction of Barnsley, which has since put the Spartan through 18,000 miles of urban bus service. It is to take a second, with modifications including engine mountings lowered by four inches and chassis incorporating full-width cross-member and outriggers, providing the bodybuilder with a near-perfect frame.

way to save lume. Build and you get lity and d costs'

Yorkshire Traction chairman, Frank Carter, is candid about the teething troubles but he enthuses about the Spartan company's willing and flexible response with 24-hour parts supply despite the great Atlantic divide. He lists three defects over the last four months - minor electrical fault; steering box over-tightened; and compression olive failure on foot valve.

Mr Carter said: "A marginal disappointment is fuel. But the vehicle is too fast and we've got to look at a lower-rated unit, coupled to different gearbox and different rear axle ratio.

"Its fuel economy is nearly as good as the best 53-seaters in the fleet," said Mr Carter, who identified the Scania L113, returning 8.13 mpg on test, as the most fuel efficient.

The first two Spartans are designated TXM mid-floor 12-metre chassis fitted with 212 bhp B-series engines and Allison MT643 four-speed gearbox, but Mr Carter is advocating the 158 bhp unit and cost-saving AT545 gearbox, which has the added advantage of in-built input retarder. Ex-works prices for the two chassis are $54,905 and $49,418 (current exchange rate is $1.53 to £1).

Wheelbase can range from 5080 mm to 6400 mm.

Although East Lancs is instrumental in the first imports, director Philip Hilton has welcomed orders from other bodybuilders in a gesture which widens the chassis's appeal. Yet, despite 600 mm high frame, rising to 847 mm over the rear axle, the Spartan's greatest potential remains to be exploited when the budget-priced super-low-floor chassis arrives. Price is expected to retain that £10,000 advantage over its nearest rivals.

The TX SLF shares the TXM drive-line and first drawings show choice of wheelbase (4610 mm, 5283 mm and 5791 mm). Both models have exclusive suspension designed by Reco, the supplier of rear units which have a wide range of applications among other US bus and truck manufacturers.

Sztykiel style: build it simple is Spartan moto

Driven by Mr Sztykiel's build-it-simple beliefs, the Spartan appeals to operators looking for durability enforced by common-sense engineering. But don't equate cost-cutting with penny-pinching. Radiators remain over specified for de-rated engines to retain the benefits of volume purchasing.

All chassis bolts are the same for the same reason.

And, as a demonstration of practicality, the chassis uses fire-resistant wiring with coding printed on the insulation.

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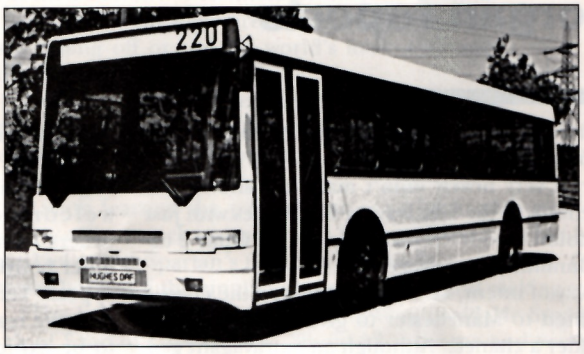

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DENNIS/EAST LANCS

Dominator makes way for the lighter Lance

British Bus subsidiary London & Country takes old and new generation vehicles

by Mike Morgan

THE last four Dennis Dominators to be built (the very last one is pictured right) have entered service with British Bus subsidiary, London & Country, which, coincidentally, is operating them out if its Guildford depot close to the Dennis factory.

In another coincidence they share the same make of bodywork, East Lancs, as the first one (pictured centre) back in 1977 (*CBW*, 6 April) and also a batch of 10 Dennis Lance double deckers (the Dominator's replacement) joining London & Country at Reigate and Crawley.

During its 19-year production run, Dennis produced 1,007 two axle Dominator chassis for home and export markets.

South Yorkshire Transport, now Mainline, built up the largest fleet during the 1980s, taking 318 from 1981 to 1987, mainly with Alexander R-type bodywork.

Leicester City Transport, which was involved in the early development of the Dominator, and took the first production example, amassed 123 from 1978 to 1989, the majority bodied by East Lancs.

Only seven Dominators have been sold during the last three years, including these last four — all with East Lancs low-height bodywork.

Three ordered by Strathclyde were cancelled at the eleventh hour and sold to Maynes of Manchester. Maynes sold the trio to London & Country last December.

Dennis's replacement, the Lance double-deck, has been rechristened the Arrow (the first East Lancs-bodied one is pictured below left). It is lighter, has Cummins C-series Euro 2 engine, wider gangways and greater seating capacity.

East Lancs director, Philip Hilton, told *CBW*: "We stability tested the first of this model and were successful in achieving an 84-seater capacity tilt.

London & Country is also taking 15 East Lancs-bodied Lance single-decks (below).

KIRKBY

'Buying new is essential'

TO keep customers in a competitive market it is essential to invest in new coaches. That's the experience of Don Vince of Vince Coaches in Burghclere, Hampshire, who has just purchased his sixth new Dennis Javelin. Supplied by Kirkby Coach & Bus, it has Plaxton Premiere 320 body.

"We used to buy good-quality used coaches," said Mr Vince, "but over the last few years we decided that, to keep existing customers and win new ones, we had to switch to investing in new vehicles.

"Coach hire is a competitive business and to succeed you need high-quality vehicles."

Vince Coaches was founded almost 50 years ago by Mr Vince's father and runs seven vehicles from a base in the tiny village of Burghclere, serving private hire customers in an area embracing Basingstoke, Newbury and Reading, and operating school contracts in south Berkshire and north Hampshire.

All the company's newest coaches have seatbelts — supplied as a factory fitment on the newest 53-seater and retro-fitted to earlier vehicles.

Mr Vince has no qualms about using modern vehicles on school work. "It's our bread and butter," he said. "We keep one driver to one coach which means that the same driver and vehicle are on the same school contract each day. This minimises the risk of vandalism. We have no trouble."

MELLOR

Retractable belts fitted to Marchwood midibuses

MARCHWOOD Motors, which runs buses under franchise for Hampshire operator Solent Blue Line (*CBW*, 17 February) has seatbelts fitted to its latest vehicles — five Mellor-bodied Iveco 59-12 29-seater midibuses.

Four of the vehicles have entered service with Solent Blue Line in Eastleigh, which has also bought four of the vehicles, bringing to 22 the number of new buses of this type in the current Solent Blue Line investment programme.

Marchwood specified the retractable lapbelts because the buses are also used on school contract work. Marchwood Motors md Peter Osborne said: "I specified lapbelts to meet public demand and to avoid any problems later on because we do some school work as well as the Solent Blue Line bus operations."

Solent Blue Line operations director Peter Shelley said the belts were mounted on a standard two-person bus seat suitably adapted. "Marchwood has a lot of school contract work. Obviously with the forthcoming seatbelt requirements they are keeping their options open.

"The belts are there on normal bus runs if people wish to use them but as yet there are no signs on the buses saying that they are there. "

The new Ivecos mean it "is the first time both companies have introduced identical vehicles since the franchise arrangement began in 1988, which makes more of an impact with the general public," Mr Shelley said. "The franchising has worked very well for both of us and has allowed Marchwood quite a lot of investment in new vehicles."

ALEXANDER

Bigger bus needed within weeks of start-up

A NEW Leicestershire County Council tendered bus service being operated by Woods Coaches of South Wigston proved so popular it justified a bigger bus within weeks of the service starting.

"We won the contract on the basis of providing a 25-seater," said Mark Wood of Woods Coaches, "but the service was so popular that this was soon changed to a 29-seater to meet demand on certain busy journeys."

The service runs from Market Harborough to outlying villages and hamlets, and to operate it Woods has taken delivery of a new Plaxton-bodied Mercedes-Benz 709D

Mr Wood added: "The new Market Harborough contract plus some other tendered work we do means that the bus is on the road for the best part of 17 hours a day, seven days a week.

"Reliability was a key requirement and the decision to buy the Plaxton/Mercedes combination was made on the strength of product durability and the availability of first-class service support from both manufacturers."

Woods Coaches is a family-run firm, set up in 1950 by Mr Wood's father. The company runs 17 vehicles.

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M.O.T. MARCH 1997

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M.O.T. NOVEMBER 1996

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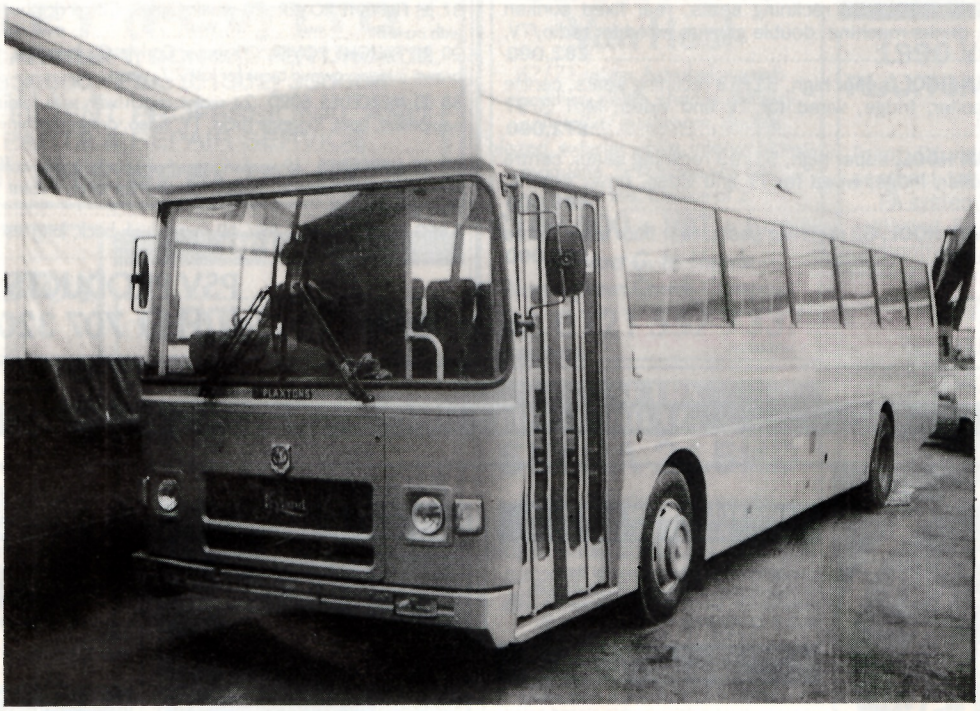

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1992 MERCEDES 811, Europa Classique, 29 high back luxury passenger seats, parcel racks, in excellent condition, complete with new MoT.
1991 'J' TOYOTA, Caetano Optimo 21 [illegible], single monitor and video, fridge, water boiler. A superb exa[illegible] SOLD [illegible]ery popular model. Exterior re-painted white. A special lease pa[illegible]ge available with this vehicle.
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1989 SETRA 215HD, 49 reclining seats, centre sunken toilet, continental door, drinks machine, video, absolutely immaculate condition, one owner from new, available in two weeks.
1987 MERCEDES BENZ 811D M SOLD [illegible]27 high back luxury coach seats, MoT October '96.
1987 LEYLAND ROYAL TIGER, Van Hool Alizee, 51 reclining seats and courier seat, rear saloon toilet. Very long MoT. Exterior white.
1987 OPTARE CITY PACER AUTOMATIC, Volkswagen diesel, bus spec, 25 seater.
1986 SETRA S228D, Double Deck Coach, 74 reclining seats, crew seat, toilet, water boiler, video, monitors. Available immediately. Dateless registration plate. Can be painted in your own livery.
1986 DAF MB230, Duple 340, 53 reclining seats, toilet, water boiler, tv, monitor and video.
1985 DAF MB200, Plaxton Paramount, 49 reclining seats, drinks machine, wired for video, toilet at rear offside. New MoT.
1984 LAG Panoramic, 49 reclining seats, toilet, courier seat, wired for video, in nice clean condition, available immediately.
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1981 VOLVO B58 12 m SOLD **Supreme,** 57 seater, power door, very clean inside and out, ava[illegible]mediately.
1980 VOLVO B58 11 metre, Pla[illegible] SOLD **e,** 53 seater, power door, grey/red interior. New MoT.
1979 AEC 760, Marshall 54 bus seats, Webasto, power doors, blue exterior, green interior, MoT 04.10.96.
1979 VOLVO B58 12 metre, Plaxton Supreme, 53 seater with courier seat, power operated door.

(62219/VSG)

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FOR SALE

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1983 PLAXTON PARAMOUNT 3500, 49 reclining seats + courier + toilet etc., overhauled engine, re-panel and painted white, full test, manual gearbox.
1983 DUPLE DOMINANT IV, single glazing, tinted glass, 55 retrimmed seats, express doors, semi-auto gearbox, June test.
1982 DUPLE DOMINANT IV, single glazing, tinted glass, 57 retrimmed seats, coach power door, recon semi-auto gearbox, full test.
LEYLAND LEOPARD
1982 PLAXTON SUPREME VI, coach power door, 11m, ZF gearbox, 53 seats, full test.
1978 PLAXTON SUPREME III EXPRESS, 51 seats + luggage pen + 6 x Dominant VI Express S-V reg. All one local fleet from new, good condition, various tests.
LEYLAND NATIONAL
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BRISTOL
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L.H. 1980 ECW bus body, 43 seats, test due.
BEDFORD
1979 PLAXTON SUPREME IV YMT, 53 seats, power door, test June '96.
1985 PJK 330 TURBO, power steering, Devcoplan 29-seat body with tail lift (ex Social Services), power door, Class V test Aug.
FORD
1982 PLAXTON SUPREME VI, coach power door, 53 seats, test due.
DAIMLER FLEETLINE
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MINIBUS
1987 MCW METRORIDERS, 23 seats + luggage pen (or 25 seats), Allison auto gearbox, repainted white, long tests, choice.
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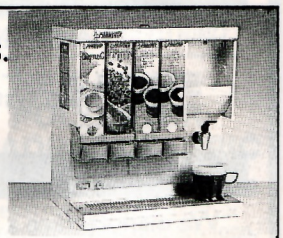

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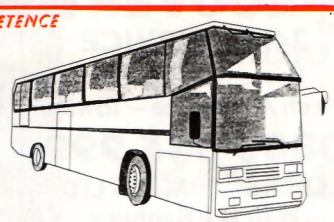

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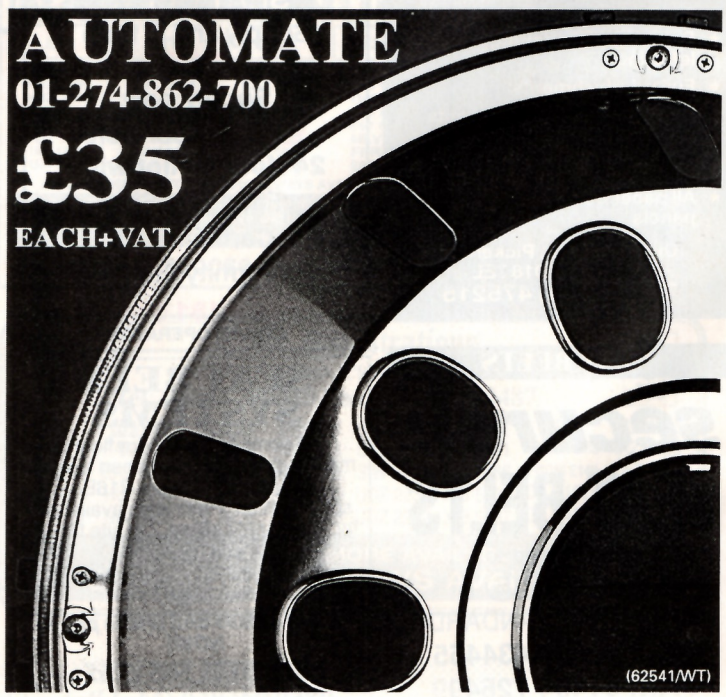

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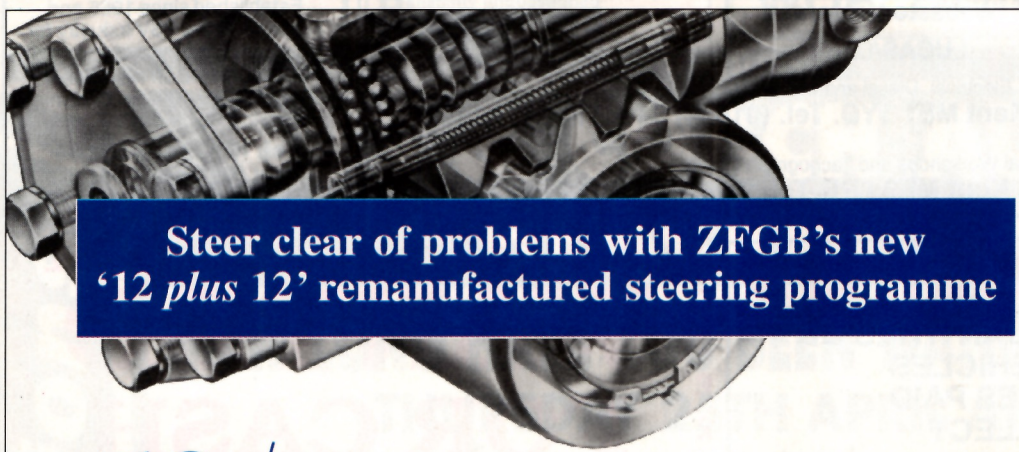

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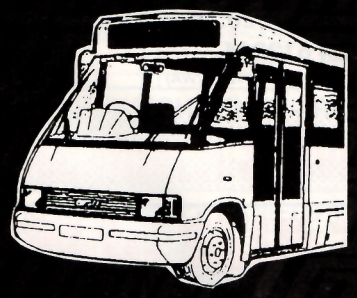

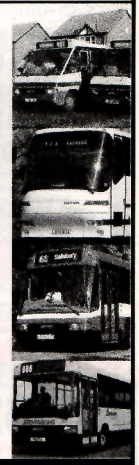

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(62122/AUC)

Appointments & Tenders

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London Transport Buses

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London Transport Buses (LTB) is responsible for tendering bus services in London, working with bus operators to ensure the safe and efficient operation of their services.

As part of this remit, LTB is seeking to introduce a new monitoring system specifically focusing on a professional assessment of the standards of driving on its contracted routes.

LTB will shortly be inviting tenders for the provision of this monitoring service, the scope of which is generally as follows.

Quantity: Approximately 250 inspections per calendar month.

Scope: The inspections are to be carried out by fully qualified, professional assessors with considerable experience of assessing the driving skills of PCV drivers. The assessors must be able to make qualified judgements of standard of driving experienced over a representative number of journeys on the route taking into account such features as vehicle type and the nature of the roads traversed.

Inspections will be scheduled by LTB and will take place at various locations within the M25 area. The successful tenderer will be required to present the result of inspections to management within LTB and the bus operators.

We invite potential candidates to express their interest in conducting this monitoring.

All expressions of interest must be received in this office no later than 3 May 1996 and must include details of relevant qualifications and experience and measures for ensuring the quality of the work provided. A short list of tenderers will be drawn up from the information provided.

Interested parties should, in the first instance write to the following address:

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London Transport Buses

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The successful applicant will be the holder of a C.P.C. and preferably a Class I PCV licence, and will have had some administrative experience in Local Bus and/or Private Coach Hire Operations.

Responsibilities will include control and administration in connection with approx 35 full and part time employees and 26 vehicles.

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(62749/APP)

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▼ Coach

Tracky 'hero' driver gets award

CPT presents it for rescue of trucker at great personal risk

by Mike Morgan

YORKSHIRE Traction coach driver **Alan Bingham** was presented with the Dennis Ellis Memorial Award for rescuing a lorry driver from an overturned vehicle.

The award was presented on behalf of the Confederation of Passenger Transport by **Godfrey Burley**, joint managing director of East Yorkshire Motor Services.

He commended the bravery of Mr Bingham, who was travelling to work in the early hours of 18 January 1996 down Sheffield Road Birdwell when a lorry overturned. At great personal risk he stopped the engine and got the driver free.

He received a certificate, an engraved tankard and a cheque for £200.

Alan Bingham receives the Dennis Ellis award from CPT regional chairman George Peach (left) and EYMS joint md Godfrey Burley (right)

The award, presented in memory of Dennis Ellis, the EYMS driver killed when a lorry hit his bus at Pocklington, is to be made annually for outstanding actions beyond the call of duty by an employee of a CPT member.

▼ Engineering

Leyland post

LEYLAND Technical Centre has completed its second full year of operation, having boosted turnover by 35 per cent to £3.7 million, and has appointed Peter Flinn full-time managing director. With effect from 1 July he replaces Peter Capon, who remains as non-executive chairman.

▼ Consultancy

Deputy md

DAVID Kerr has been appointed deputy managing director of transport consultants, Halcrow Fox. He is a transport planner and engineer who has been with the company for over 20 years. Promoted to associate director are: Jason Brooks, regional manager of the Kuala Lumpur office; Mark Brown, an economist; and Tony van Emst, a transport planner.

CBW Coach and Bus Week
The PSV industry's news weekly

SUBSCRIPTION ORDER FORM

Coach and Bus Week is the news weekly for coach and bus operators. *Transit* provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: *Transit* is not available on subscription without *Coach and Bus Week*.

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Airmail	1 year's subscription	£147

IT IS IMPORTANT TO ANSWER THE FOLLOWING QUESTIONS. THANK YOU FOR YOUR HELP.

YOUR COMPANY DETAILS

1. What is your primary job title?

(Tick one only)

Owner/Director ☐ 01
Senior/General Manager ☐ 02
Engineering/Service Manager ☐ 03
Other, (please specify) ☐ 04

2. What is your company's main business function?

Bus Operator ☐ 01
Coach Operator ☐ 05
Coach & Bus Operator ☐ 02
Local Government ☐ 03
Other (please specify) ☐ 04

3. How many vehicles does your company own/operate?

(Tick all that apply)

	Buses	Coaches
1-5	☐ 01	☐ 10
6-10	☐ 02	☐ 11
11-15	☐ 03	☐ 12
16-25	☐ 04	☐ 13
26-39	☐ 05	☐ 14
40-100	☐ 06	☐ 15
101-400	☐ 07	☐ 16
401-1000	☐ 08	☐ 17
1000 +	☐ 09	☐ 18

4. Do you have responsibility for the recommendation/purchase and/or specification of the following?

(Tick all that apply)

	Pur	Spec	Rec
Vehicles	☐ 01	☐ 12	☐ 23
Parts/Spares	☐ 02	☐ 13	☐ 24
Oil/Fuel	☐ 03	☐ 14	☐ 25
Breakdown	☐ 04	☐ 15	☐ 26
Insurance/Finance	☐ 05	☐ 16	☐ 27
Fuel Cards	☐ 06	☐ 17	☐ 28
Training	☐ 07	☐ 18	☐ 29
Venue/Attraction Tickets	☐ 08	☐ 19	☐ 30
Ferry Crossing	☐ 09	☐ 20	☐ 31
Hotel Bookings	☐ 10	☐ 21	☐ 32
Theatre Tickets	☐ 11	☐ 22	☐ 33
Other, (please specify)			☐ 34

5. What type of work does your company undertake?

(Tick all that apply)

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